

# BookletChart™

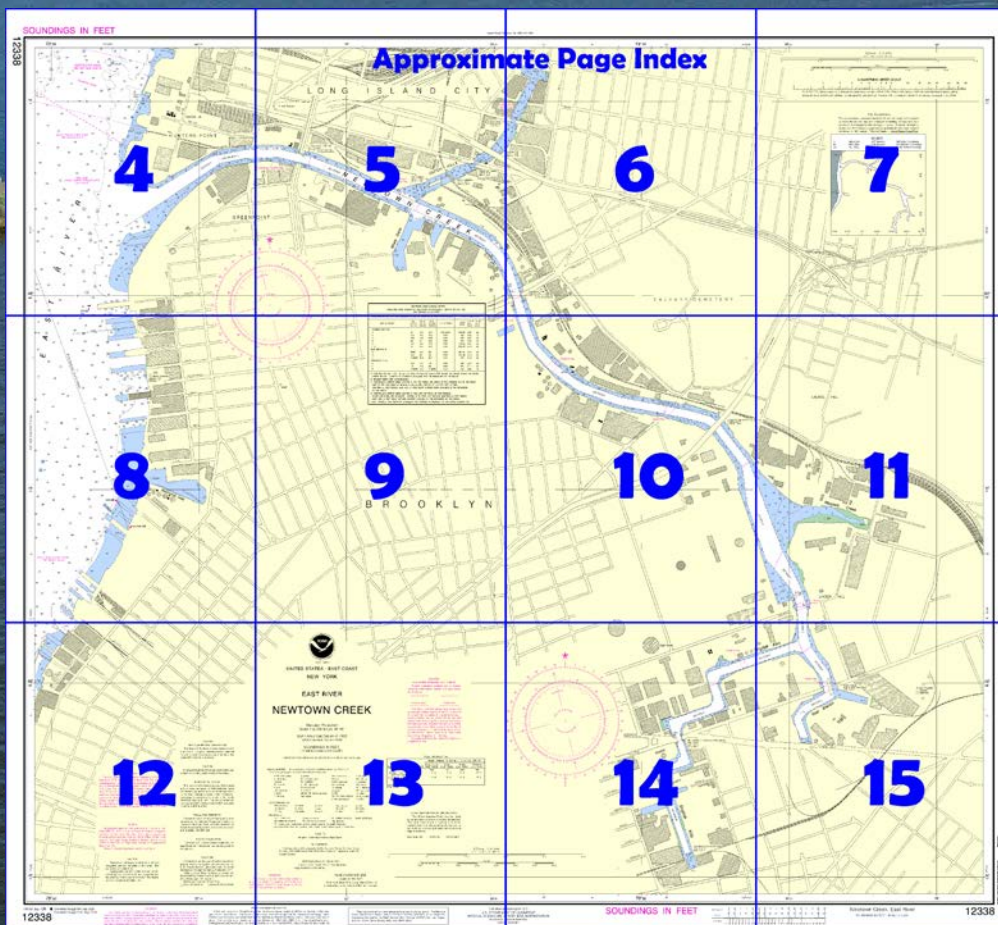
## East River – Newtown Creek NOAA Chart 12338



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

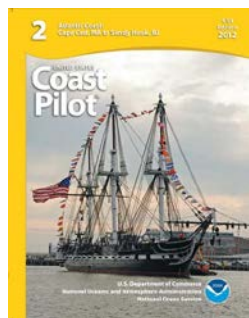
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12338>.



#### (Selected Excerpts from Coast Pilot)

**Newtown Creek** is entered on the eastern side of East River 3.6 miles from The Battery. The creek extends 3.3 miles eastward and southward and has several short tributaries or basins. Traffic is fairly heavy and consists chiefly of petroleum products, sand, gravel, and crushed rock; drafts of vessels navigating the creek seldom exceed 15 feet. Tributary basins are **Dutch Kills**, on the north side of Newtown Creek 0.8 mile from East

River; **Whale Creek**, on the south side opposite Dutch Kills; **Maspeth Creek**, on the east side 2.2 miles from East River; **East Branch**, on the east side 2.5 miles from the river; and **English Kills**, which extends

westward and southward from the East Branch entrance and forms the last 0.8 mile of Newtown Creek.

**Channels.**—A Federal project provides for a 23-foot channel in Newtown Creek from the East River to and in a turning basin about 240 yards above the Kosciusko Memorial Bridge, thence 20 feet in East Branch and in English Kills to the Metropolitan Avenue bridge, and thence 12 feet in English Kills to the head of the project at Montrose Avenue. (See Notice to Mariners and latest edition of chart for controlling depths.)

The tidal **current** is weak and variable.

Pulaski Bridge, which crosses Newtown Creek 0.5 mile above the mouth, has a bascule span with a clearance of 39 feet at the fenders and 46 feet at the center. The bridgetender monitors VHF-FM channel 13; call sign KX-8178.

Dutch Kills, which is about 0.5 mile long, is crossed by the following drawbridges: railroad bridge, Borden Avenue bridge, and Hunters Point Avenue bridge. Minimum clearance under the closed drawspan is 2 feet. (See **117.1 through 117.59 and 117.801**, chapter 2, for drawbridge regulations.) In 2002, the railroad bridge was reported inoperable as a swing bridge and closed to vessel traffic. Clearance under the fixed bridge is 83 feet.

Greenpoint Avenue Bridge, 1.1 miles above the mouth of Newton Creek, has a bascule span with a clearance of 24 feet at the fenders and 30 feet at the center. Kosciusko Memorial Bridge, 1.8 miles from the mouth, has a fixed span with a clearance of 125 feet. Metropolitan Avenue Bridge, which crosses English Kills 3 miles from the mouth of Newtown Creek, has a bascule span with a clearance of 10 feet at the center. Montrose Avenue Bridge, at the head of English Kills, has a swing span with a clearance of 4 feet. The bridgetenders at the Greenpoint Avenue and Metropolitan Avenue bridges monitor channel 13; call signs KX-8182 and KX-8179, respectively. (See **117.1 through 117.59 and 117.801**, chapter 2, for drawbridge regulations.)

Grand Avenue Bridge, which crosses East Branch, has a swing span with a clearance of 8 feet. (See **117.1 through 117.59 and 117.801**, chapter 2, for drawbridge regulations.) The bridgetender can be contacted on VHF-FM channel 13; call sign KX-8187.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

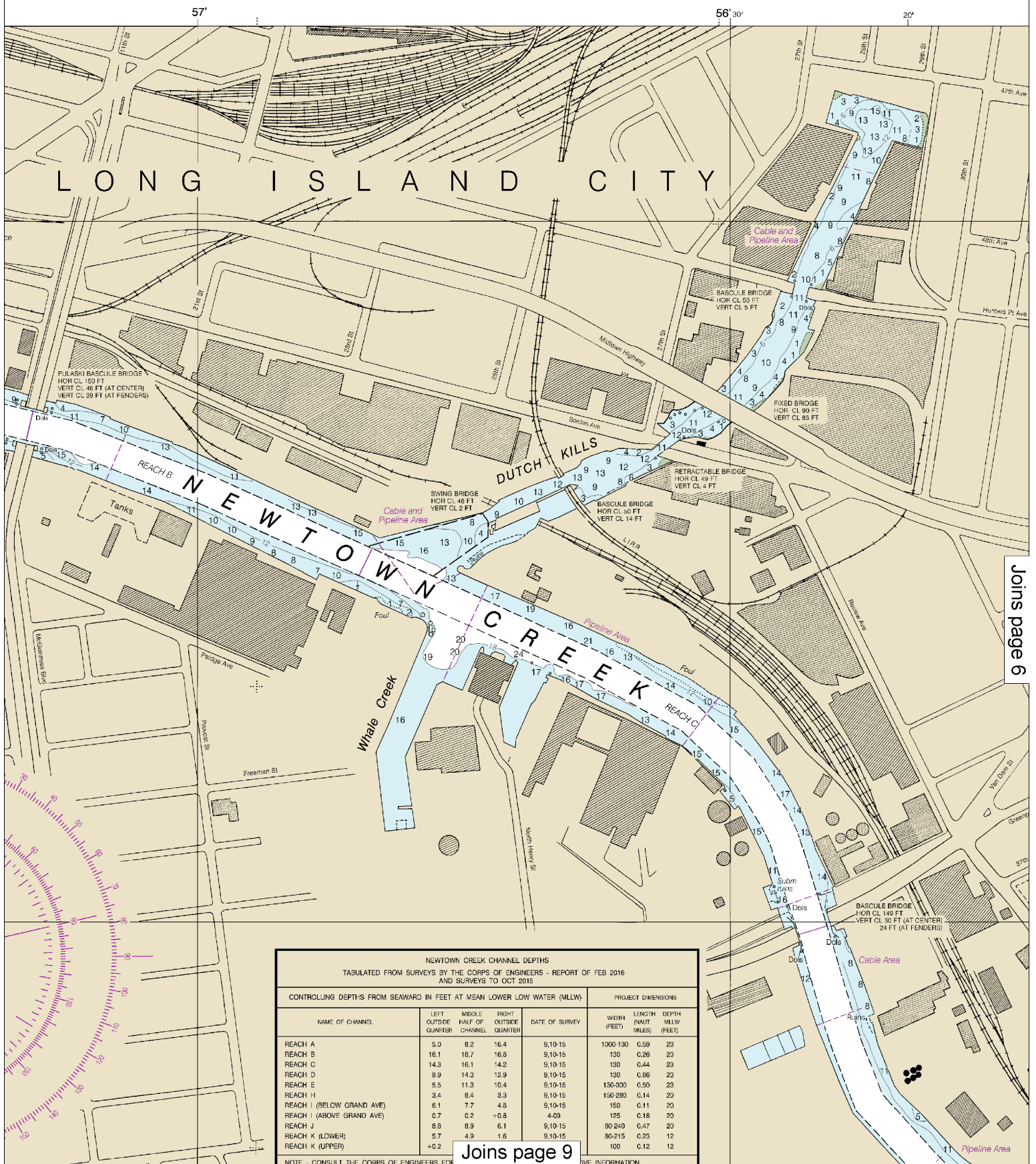
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:6666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



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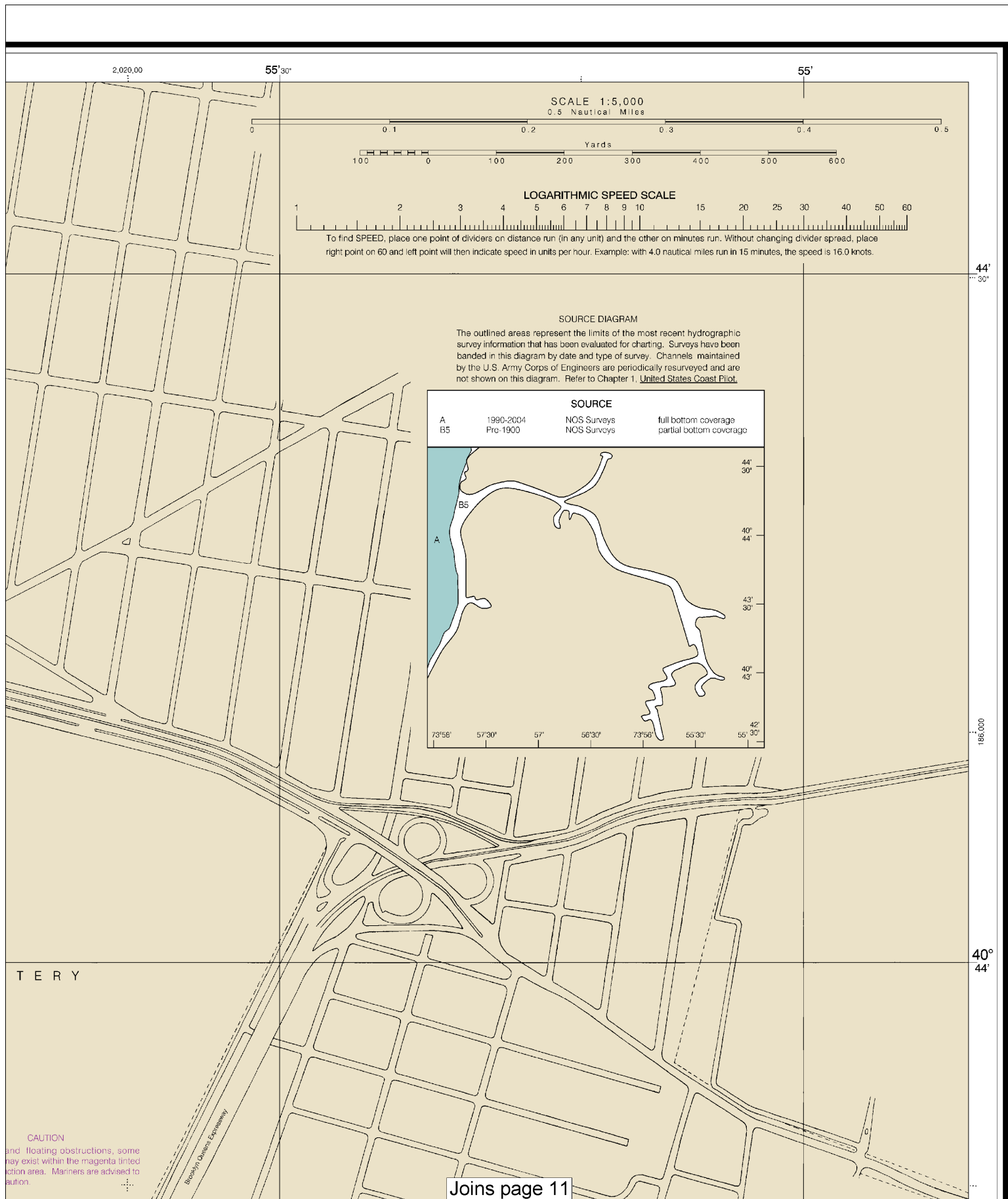
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

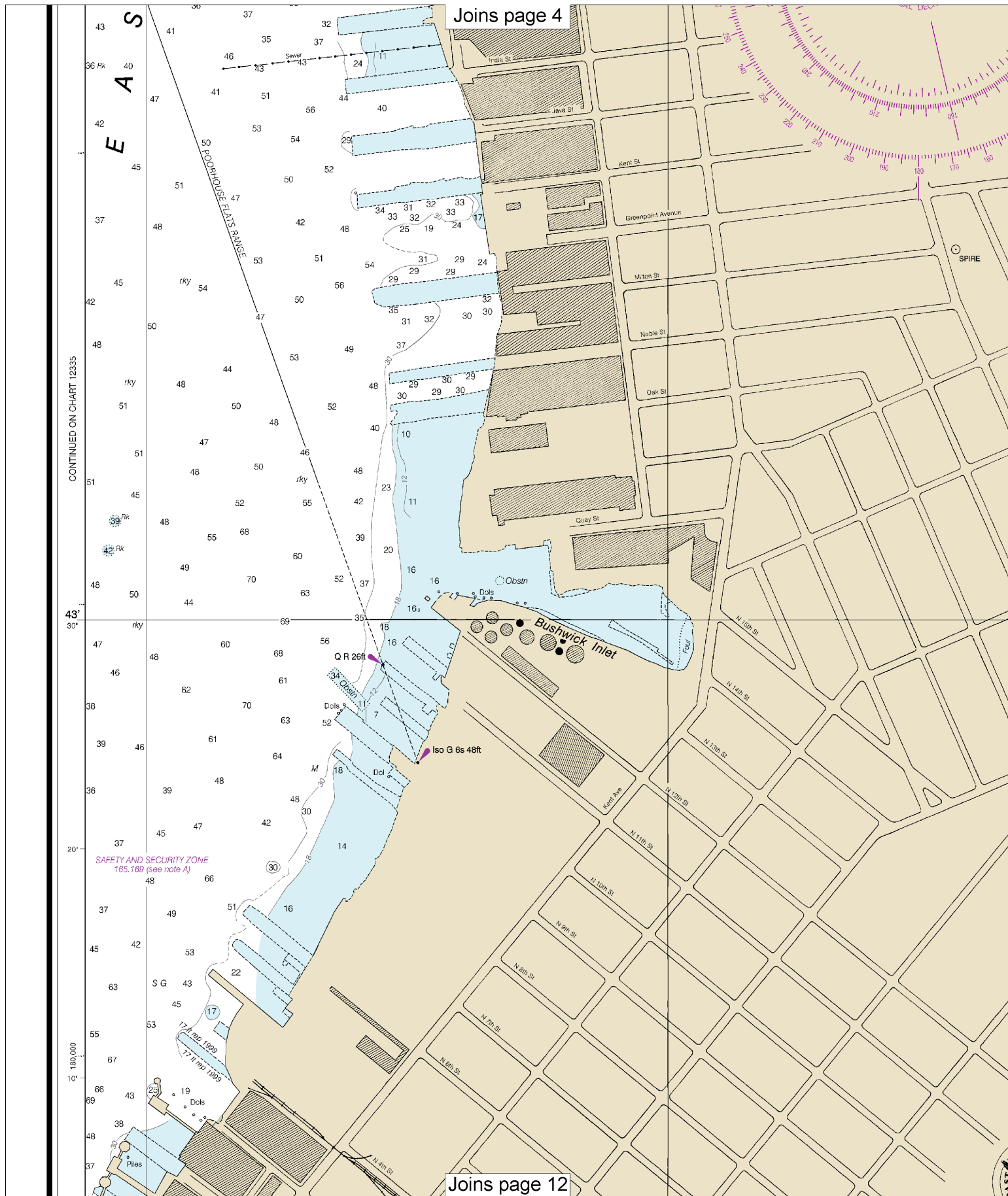
SCALE 1:5,000  
0.5 Nautical Miles

See Note on page 5.





Last Correction: 6/28/2016. Cleared through:  
 LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

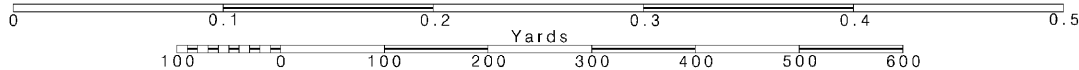


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:5,000  
0.5 Nautical Miles

See Note on page 5.

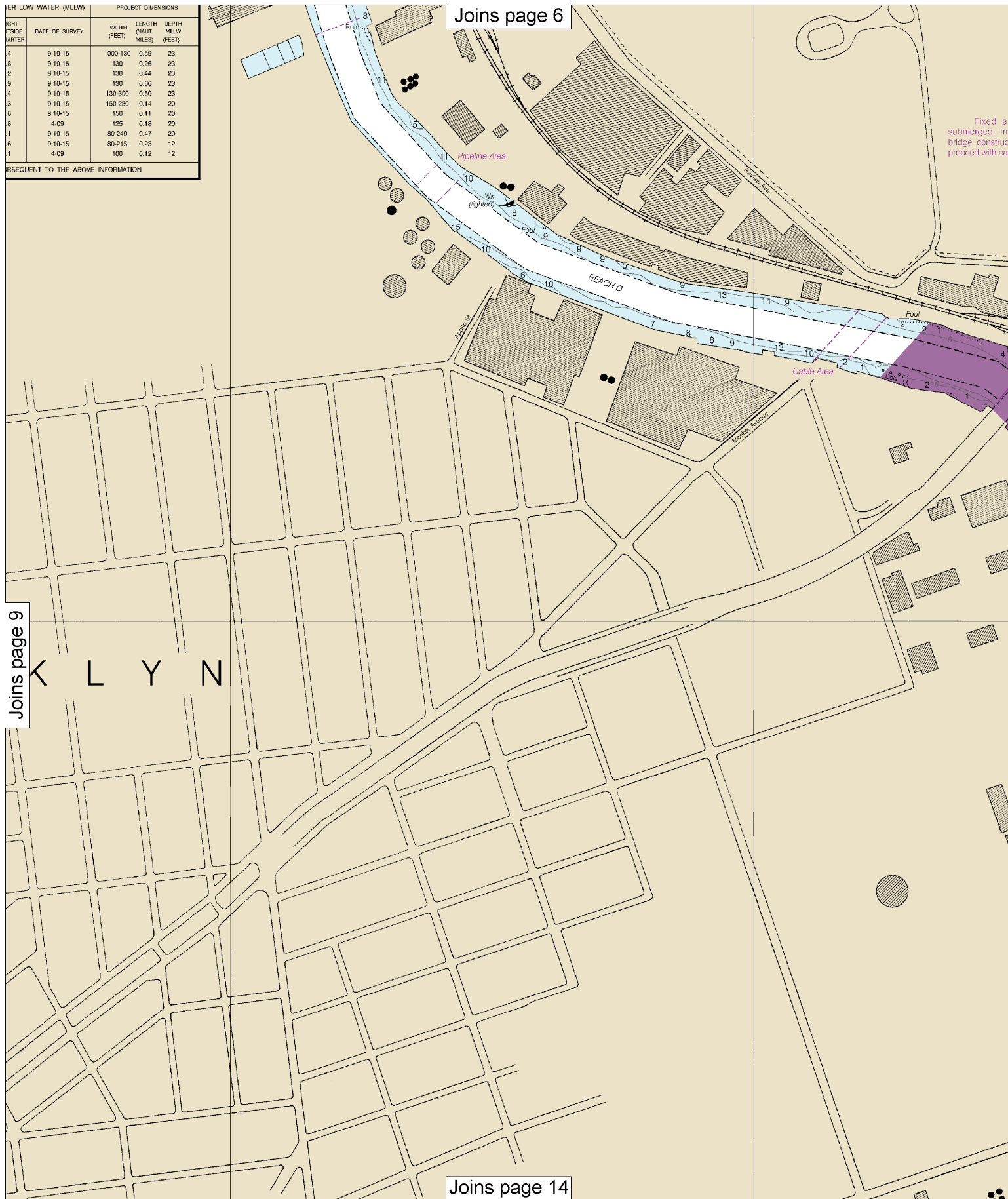




Joins page 13

PER LOW WATER (MLLW)		PROJECT DIMENSIONS		
RIGHT- SIDE WATER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
4	9-10-15	1000-130	0.59	23
8	9-10-15	130	0.26	23
2	9-10-15	130	0.44	23
9	9-10-15	130	0.66	23
4	9-10-15	130-300	0.50	23
3	9-10-15	150-280	0.14	20
8	9-10-15	150	0.11	20
8	4-09	125	0.18	20
1	9-10-15	80-240	0.47	20
6	9-10-15	80-215	0.23	12
1	4-09	100	0.12	12

SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 9

Joins page 6

Joins page 14

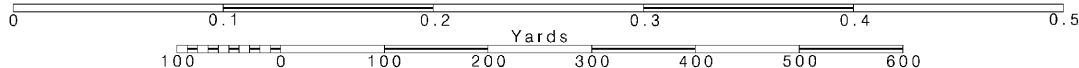
10

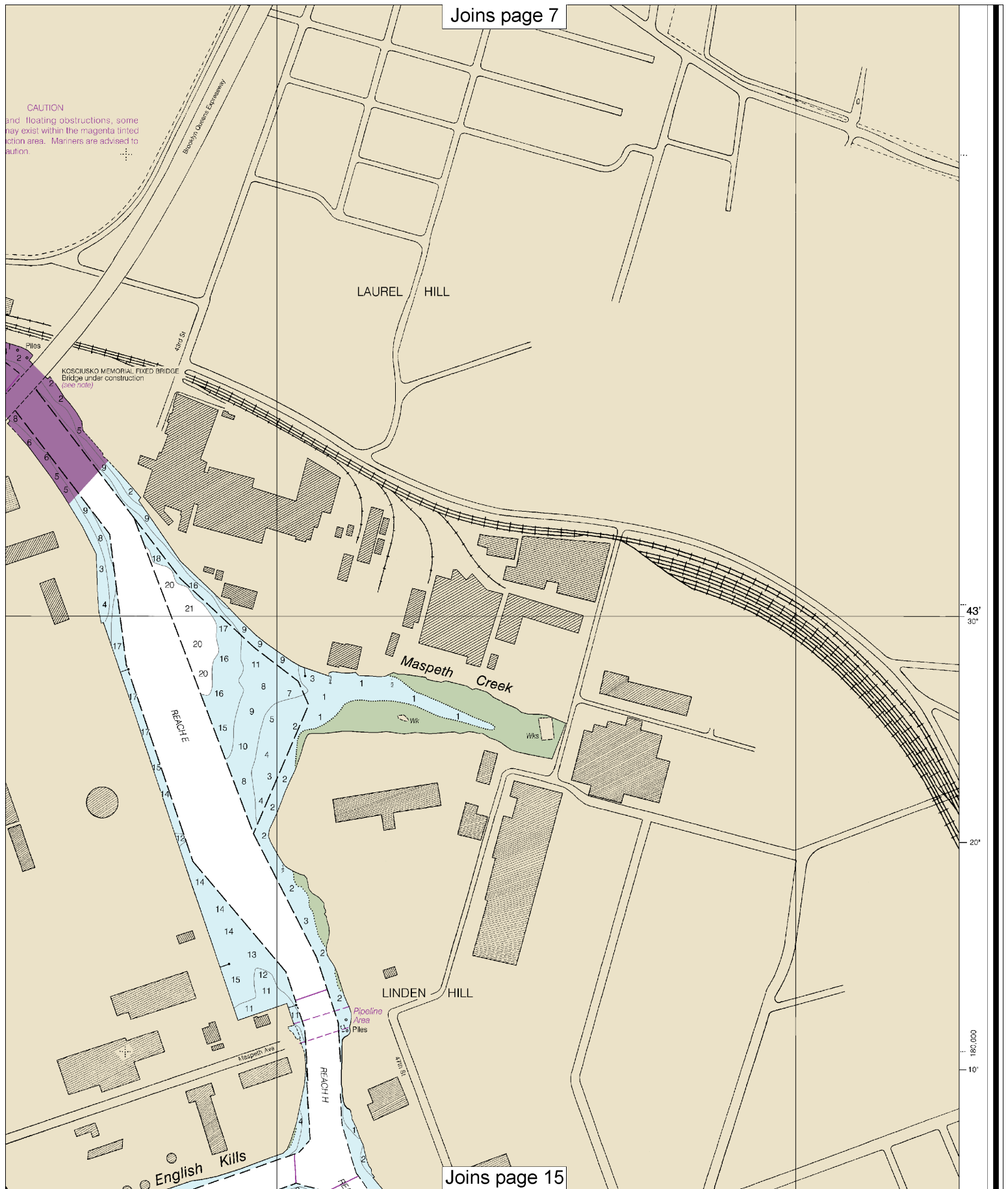
Note: Chart grid lines are aligned with true north.

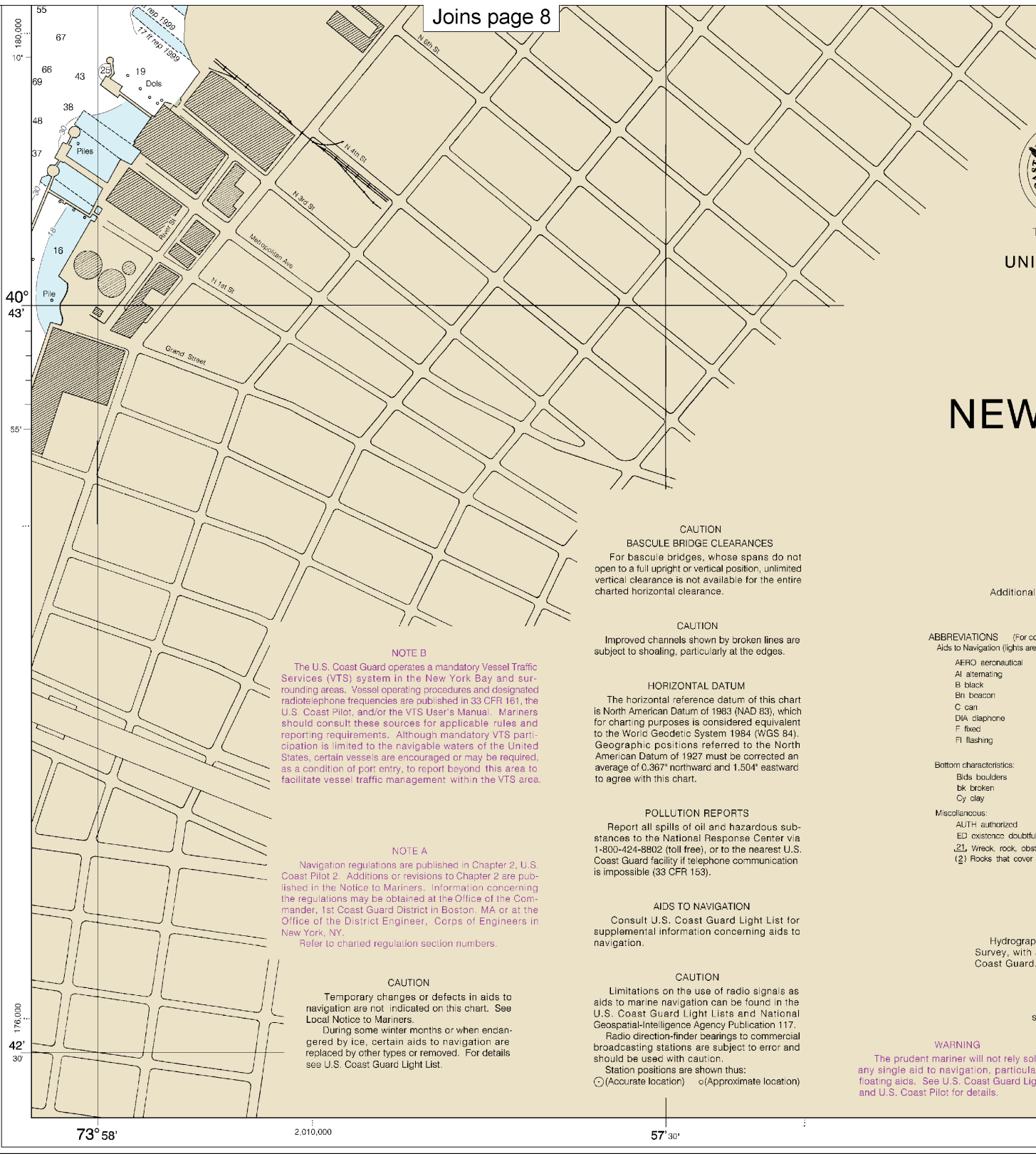
Printed at reduced scale.

SCALE 1:5,000  
0.5 Nautical Miles

See Note on page 5.







**NOTE B**

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY. Refer to charted regulation section numbers.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**CAUTION**

**BASCULE BRIDGE CLEARANCES**

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**CAUTION**

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**HORIZONTAL DATUM**

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.367" northward and 1.504" eastward to agree with this chart.

**POLLUTION REPORTS**

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**AIDS TO NAVIGATION**

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**CAUTION**

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

**ABBREVIATIONS** (For co

Aids to Navigation (lights are

AERO aeronautical

Al alternating

B black

Bn beacon

C can

DIA diaphone

F fixed

Fl flashing

**Bottom characteristics:**

Blds boulders

bk broken

Cy clay

**Miscellaneous:**

AUTH. authorized

ED existence doubtful

Wreck, rock, obst

(2) Rocks that cover

Hydrograph  
Survey, with  
Coast Guard.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

11th Ed., May / 13

12338

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Last Correction: 6/28/2016. Cleared through:

LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additional information, or suggestions for improving this chart to the Chief, Marine Chart Division (N/CSD), U.S. Coast Guard, Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:5,000  
0.5 Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW YORK

EAST RIVER

WATOWN CREEK

Mercator Projection  
Scale 1:5,000 at Lat. 40°44'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For a complete list of Symbols and Abbreviations, see Chart No. 1.  
Colors are white unless otherwise indicated:

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
Isb isophase	OBSC obscured	s seconds
LT HC lighthouse	OC occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	Q quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Rof radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow
Co coral	gy gray	Oys oysters
G gravel	h hard	Rk rock
Grs grass	M mud	S sand
		sy sticky
Obst obstruction	PD position doubtful	Subm submerged
PA position approximate	Rep reported	

Full instruction, or shoal swept clear to the depth indicated.  
R and uncover, with heights in feet above datum of soundings.

#### HEIGHTS

Heights in feet above Mean High Water.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast  
and Geodetic Survey, and additional data from the Corps of Engineers, and U.S.  
Army Corps of Engineers.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important  
supplemental information.

#### PLANE COORDINATE GRID

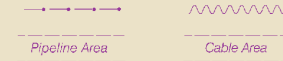
(based on NAD 1927)

New York State Grid, Long Island Zone, is  
indicated by dotted ticks at 2,000 foot intervals.

Only on  
Early on  
Light List

Navigation. The National  
Ocean Service, or comments for  
(S2), National Ocean

**CAUTION**  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and submarine  
cables and submarine pipeline and cable areas  
are shown as:



Additional uncharted submarine pipelines and  
submarine cables may exist within the area of  
this chart. Not all submarine pipelines and sub-  
marine cables are required to be buried, and  
those that were originally buried may have  
become exposed. Mariners should use extreme  
caution when operating vessels in depths of  
water comparable to their draft in areas where  
pipelines and cables may exist, and when  
anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or  
unlighted buoys.

#### TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Hunters Point	(40°44'N/73°57'W)	feet 4.6	feet 4.3	feet 0.2
English Kills Entrance	(40°43'N/73°55'W)	feet 4.8	feet 4.5	feet 0.2

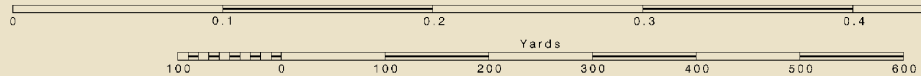
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels,  
tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.  
(Mar 2013)

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed  
below provides continuous weather broadcasts.  
The reception range is typically 20 to 40  
nautical miles from the antenna site, but can be  
as much as 100 nautical miles for stations at  
high elevations.

New York, NY KWO-35 162.550 MHz

SCALE 1:5,000  
0.5 Nautical Miles




57'

56°30'

20'

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

**CAUTION**  
**PIPELINES AND CABLES**  
 Submarine pipelines and submarine cables may exist within the area of this chart. Mariners should use extreme caution when operating vessels in depths of 10 fathoms or less where pipelines may exist, and when dredging, or trawling, or fishing. They may be marked by lighted or unlighted buoys.

  
 Cable Area

Submarine pipelines and cables may exist within the area of this chart. Mariners should use extreme caution when operating vessels in depths of 10 fathoms or less where pipelines may exist, and when dredging, or trawling, or fishing. They may be marked by lighted or unlighted buoys.

**ADDITIONAL INFORMATION**

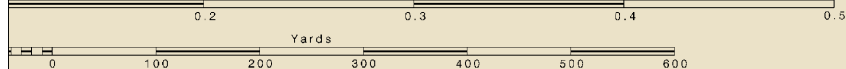
LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
41°N/73°57'W	feet	feet	feet
41°N/73°57'W	4.6	4.3	0.2
41°N/73°57'W	4.8	4.5	0.2

datum values for a tide station. Real-time water levels, and other information, can be found on the Internet from <http://tidesandcurrents.noaa.gov>.

**RADIO BROADCASTS**  
 Radio station listed in this chart is for weather broadcasts. It is typically 20 to 40 miles from the antenna site, but can be as far as 100 miles for stations at sea.

KWO-35 162.550 MHz

SCALE 1:5,000  
 0.5 Nautical Miles



56°30'

20°

10°

73°56'

55

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

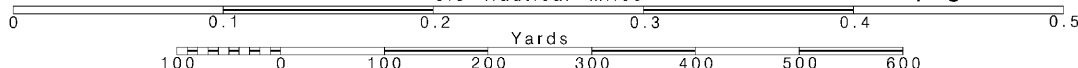
**SOUNDINGS IN FEET**

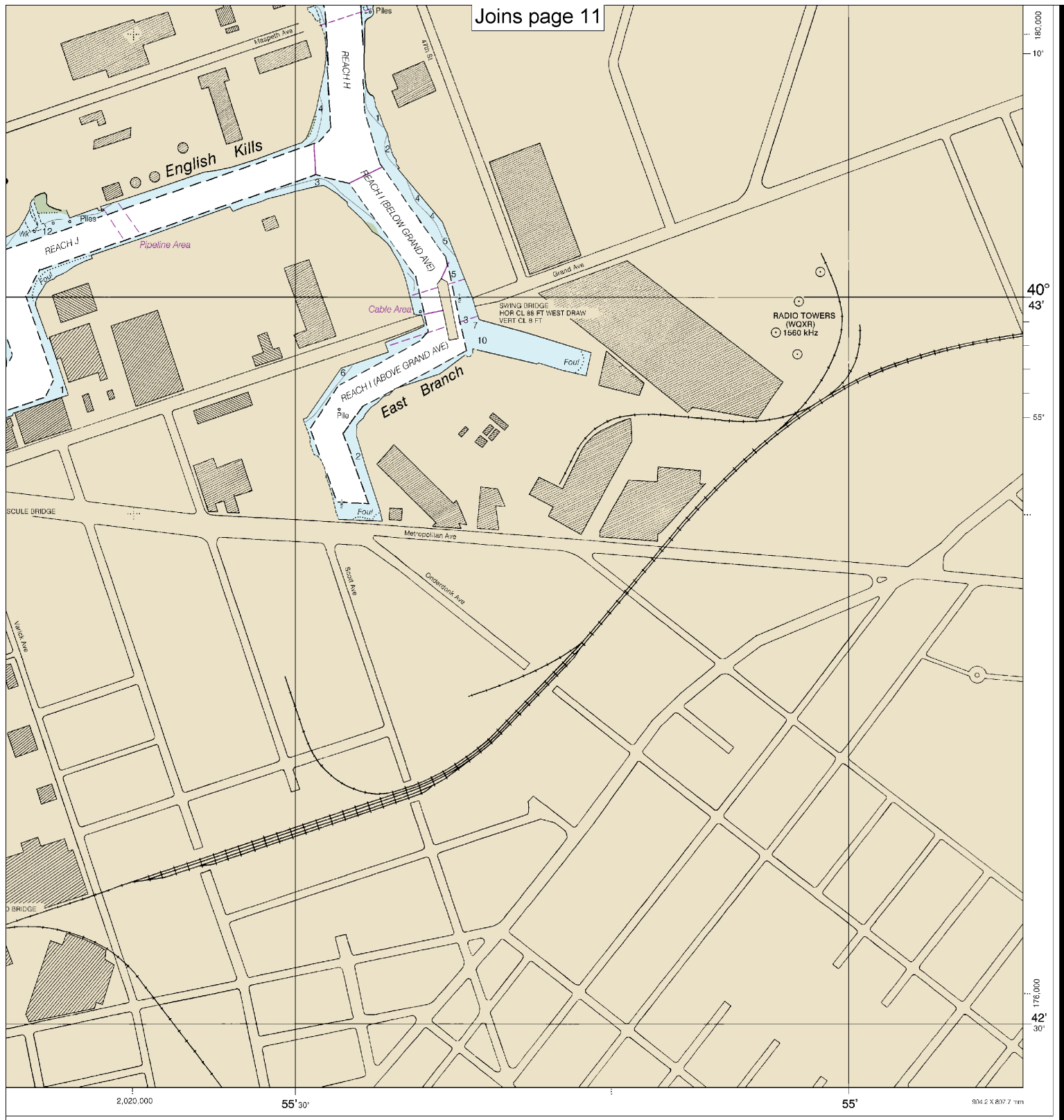
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:5,000  
 0.5 Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Newtown Creek, East River  
SOUNDINGS IN FEET - SCALE 1:5,000

12338



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

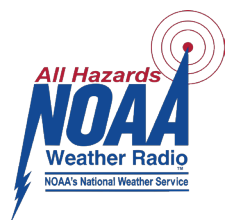
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.